

AMERICAN AIRLINES INC

Form 424B3

September 27, 2011

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The information in this preliminary prospectus supplement and the accompanying prospectus is not complete and may be changed. This preliminary prospectus supplement and the accompanying prospectus are not an offer to sell these securities and we are not soliciting an offer to buy these securities in any jurisdiction where the offer or sale is not permitted.

**Filed Pursuant to Rule 424(b)(3)
Registration No. 333-160646-01
333-160646**

SUBJECT TO COMPLETION, DATED SEPTEMBER 27, 2011

PRELIMINARY PROSPECTUS SUPPLEMENT

(To Prospectus Dated July 17, 2009)

\$725,694,000

**2011-2 CLASS A PASS THROUGH TRUST
CLASS A PASS THROUGH CERTIFICATES, SERIES 2011-2**

American Airlines, Inc. is creating a pass through trust that will issue American Airlines, Inc. Class A Pass Through Certificates, Series 2011-2. The Class A Certificates are being offered pursuant to this prospectus supplement.

As described herein, American may create a separate pass through trust that will issue American Airlines, Inc. Class B Pass Through Certificates, Series 2011-2. American may, at any time on or after the date of this prospectus supplement, offer Class B Certificates, including by means of this prospectus supplement and a related company free writing prospectus based on the terms and conditions described herein and therein. See Information Relating to Class B Certificates.

The Class A Certificates will represent interests in the assets of the related pass through trust. The proceeds from the sale of the Class A Certificates will initially be held in escrow and will thereafter be used by such pass through trust to acquire the related series of equipment notes to be issued by American on a full recourse basis. Payments on the equipment notes held in such pass through trust will be passed through to the holders of the Class A Certificates. Distributions on the Class A Certificates will be subject to certain subordination provisions described herein. The Class A Certificates do not represent interests in, or obligations of, American or any of its affiliates.

Subject to the distribution provisions described herein, the Class A Certificates will rank generally senior to any Class B Certificates that may be issued.

The equipment notes expected to be held by the pass through trust for the Class A Certificates and, if applicable, the pass through trust for any Class B Certificates will be issued for each of (a) 14 Boeing 737-823 aircraft delivered new to American from 1999 to 2001 and 2 Boeing 737-823 aircraft delivered new to American in 2009, (b) 14 Boeing 757-223 aircraft delivered new to American in 1999 and 2001 and (c) 13 Boeing 777-223ER aircraft delivered new to American in 2001. The equipment notes issued for each aircraft will be secured by a security interest in such aircraft. Interest on the issued and outstanding equipment notes expected to be held by the pass through trust for the Class A Certificates will be payable semiannually on April 15 and October 15 of each year, commencing on April 15, 2012, and principal on such equipment notes is scheduled for payment on April 15 and October 15 of certain years, commencing on April 15, 2012.

Morgan Stanley Bank, N.A., will provide a liquidity facility for the Class A Certificates in an amount sufficient to make three semiannual interest distributions on the outstanding balance of the Class A Certificates.

The payment obligations of American under the equipment notes expected to be held by the pass through trust for the Class A Certificates will be fully and unconditionally guaranteed by AMR Corporation.

The Class A Certificates will not be listed on any national securities exchange.

Investing in the Certificates involves risks. See Risk Factors beginning on page S-24.

Neither the Securities and Exchange Commission nor any state securities commission has approved or disapproved of these securities or determined if this prospectus supplement or the accompanying prospectus is truthful or complete. Any representation to the contrary is a criminal offense.

<i>Pass Through Certificates</i>	<i>Aggregate Face Amount</i>	<i>Interest Rate</i>	<i>Final Expected Distribution Date</i>	<i>Price to Public⁽¹⁾</i>
<i>Class A</i>	<i>\$725,694,000</i>	<i>%</i>	<i>October 15, 2021</i>	<i>100%</i>

(1) Plus accrued interest, if any, from the date of issuance.

The underwriters will purchase all of the Class A Certificates if any are purchased. The aggregate proceeds from the sale of the Class A Certificates will be \$725,694,000. American will pay the underwriters a commission of \$. Delivery of the Class A Certificates in book-entry form will be made on or about , 2011 against payment in immediately available funds.

Joint Bookrunners

MORGAN STANLEY
Joint Structuring Agent
GOLDMAN, SACHS & CO.

CREDIT SUISSE

DEUTSCHE BANK SECURITIES
Joint Structuring Agent
CITIGROUP

The date of this prospectus supplement is , 2011.

We have not, and the Underwriters, have not, authorized anyone to provide you with information other than the information contained in this prospectus supplement, the accompanying prospectus, any related free writing prospectus issued by us (which we refer to as a *company free writing prospectus*) and the documents incorporated by reference in this prospectus supplement and the accompanying prospectus or to which we have referred you. This prospectus supplement, the accompanying prospectus and any related company free writing prospectus do not constitute an offer to sell, or a solicitation of an offer to purchase, the securities offered by this prospectus supplement, the accompanying prospectus and any related company free writing prospectus in any jurisdiction to or from any person to whom or from whom it is unlawful to make such offer or solicitation of an offer in such jurisdiction. You should not assume that the information contained in this prospectus supplement, the accompanying prospectus and any related company free writing prospectus or any document incorporated by reference is accurate as of any date other than the date on the front cover of the applicable document. Neither the delivery of this prospectus supplement, the accompanying prospectus and any related company free writing prospectus nor any distribution of securities pursuant to this prospectus supplement and the accompanying prospectus shall, under any circumstances, create any implication that there has been no change in our business, financial condition, results of operations or prospects, or in the affairs of the Trusts, the Depositary or the Liquidity Provider, since the date of this prospectus supplement.

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PRESENTATION OF INFORMATION

These offering materials consist of two documents: (a) this prospectus supplement, which describes the terms of the Class A Certificates that we are currently offering and the possible terms of Class B Certificates that we may, at any time on or after the date of this prospectus supplement, offer, including by means of this prospectus supplement and a related company free writing prospectus, and (b) the accompanying prospectus, which provides general information about us and our pass through certificates, some of which may not apply to the Class A Certificates or the Class B Certificates. The information in this prospectus supplement replaces any inconsistent information included in the accompanying prospectus. To the extent the description of this offering varies between this prospectus supplement and the accompanying prospectus, you should rely on the information contained in or incorporated by reference in this prospectus supplement. See *About this Prospectus* in the accompanying prospectus.

In this prospectus supplement, references to American, the Company, we, us and our refer to American Airlines Inc. and references to AMR refer to our parent, AMR Corporation.

We have given certain capitalized terms specific meanings for purposes of this prospectus supplement. The *Index of Defined Terms* attached as Appendix I to this prospectus supplement lists the page in this prospectus supplement on which we have defined each such term.

At varying places in this prospectus supplement, we refer you to other sections for additional information by indicating the caption heading of such other sections. The page on which each principal caption included in this prospectus supplement can be found is listed in the foregoing Table of Contents. All such cross-references in this prospectus supplement are to captions contained in this prospectus supplement and not the accompanying prospectus, unless otherwise stated.

INFORMATION RELATING TO CLASS B CERTIFICATES

As described in this prospectus supplement, American may create a separate pass through trust that will issue Class B Certificates. See *Possible Issuance and Refinancing of Class B Certificates and Additional Certificates*. American may, at any time on or after the date of this prospectus supplement, offer Class B Certificates, including by means of this prospectus supplement and a related company free writing prospectus based on the terms and conditions described herein and therein. American reserves the right to offer Class B Certificates, if it does so at all, by means other than this prospectus supplement. The terms relating to Class B Certificates described in this prospectus supplement assume, among other things, that the Class B Certificates would be issued concurrently with the Class A Certificates and that the Class B Certificates would be subject to deposit and escrow arrangements as described under

Description of the Deposit Agreements and *Description of the Escrow Agreements*, respectively, and would have the benefit of credit support with respect to interest payable thereon as described under *Description of the Liquidity Facilities*.

There is no assurance that Class B Certificates will be offered or issued, and the Class B Certificates, if and when offered and issued, may have terms different from the terms of the Class B Certificates described in this prospectus supplement.

SPECIAL NOTE REGARDING FORWARD-LOOKING STATEMENTS

This prospectus supplement, the accompanying prospectus, any related company free writing prospectus and the documents incorporated by reference herein and therein contain various forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended (the

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Securities Act), and Section 21E of the Securities Exchange Act of 1934, as amended (the *Exchange Act*), which represent our expectations or beliefs concerning future events. When used in this prospectus supplement, the accompanying prospectus, any related company free writing prospectus and the documents incorporated herein and therein by reference, the words expects, estimates, plans, anticipates, indicates, believes, forecast, guidance, may, will, should, seeks, targets and similar expressions are intended to identify forward-looking statements. Similarly, statements that describe our objectives, plans or goals, or actions we may take in the future, are forward-looking statements. Forward-looking statements include, without limitation, our expectations concerning operations and financial conditions, including changes in capacity, revenues, and costs; future financing plans and needs; the amounts of our unencumbered assets and other sources of liquidity; fleet plans; overall economic and industry conditions; plans and objectives for future operations; a potential spin-off or other divestiture of AMR Eagle; regulatory approvals and actions; and the impact on us of our results of operations in recent years and the sufficiency of our financial resources to absorb that impact. Other forward-looking statements include statements which do not relate solely to historical facts, such as, without limitation, statements which discuss the possible future effects of current known trends or uncertainties, or which indicate that the future effects of known trends or uncertainties cannot be predicted, guaranteed or assured. All forward-looking statements in this prospectus supplement, the accompanying prospectus, any related company free writing prospectus and the documents incorporated by reference herein and therein are based upon information available to us on the date of this prospectus supplement or such document. We undertake no obligation to publicly update or revise any forward-looking statement, whether as a result of new information, future events or otherwise. Guidance given in this prospectus supplement, the accompanying prospectus, any related company free writing prospectus and the documents incorporated by reference herein and therein regarding capacity, fuel consumption, fuel prices, fuel hedging and unit costs, and statements regarding expectations of regulatory approval of our application for antitrust immunity with other oneworld members, are forward-looking statements.

Forward-looking statements are subject to a number of factors that could cause our actual results to differ materially from our expectations. The following factors, in addition to those discussed under the caption Risk Factors in this prospectus supplement and other possible factors not listed, could cause our actual results to differ materially from those expressed in forward-looking statements: our materially weakened financial condition, resulting from our significant losses in recent years; weak demand for air travel and lower investment asset returns resulting from the severe global economic downturn; our need to raise substantial additional funds and our ability to do so on acceptable terms; the potential requirement for us to maintain reserves under our credit card processing agreements, which could materially adversely impact our liquidity; our ability to generate additional revenues and reduce our costs; continued high and volatile fuel prices and further increases in the price of fuel, and the availability of fuel; the resolution of pending litigations with certain global distribution systems and business discussions with certain on-line travel agents; our substantial indebtedness and other obligations; our ability to satisfy certain covenants and conditions in certain of our financing and other agreements; changes in economic and other conditions beyond our control, and the volatile results of our operations; the fiercely and increasingly competitive business environment we face; potential industry consolidation and alliance changes; competition with reorganized carriers; low fare levels by historical standards and our reduced pricing power; changes in our corporate or business strategy; extensive government regulation of our business; conflicts overseas or terrorist attacks; uncertainties with respect to our international operations; outbreaks of a disease (such as SARS, avian flu or the H1N1 virus) that affects travel behavior; labor costs that are higher than those of our competitors; uncertainties with respect to our relationships with unionized and other employee work groups; increased insurance costs and potential reductions of available insurance coverage; our ability to retain key management personnel; potential failures or disruptions of our computer, communications or other technology systems; losses and adverse publicity resulting from any accident involving our aircraft; interruptions or disruptions in service at one or more of our primary market airports; the heavy taxation of the airline industry; and changes in the price of AMR's common stock. Additional information concerning these and other factors is contained in our and AMR's filings with the Securities and Exchange

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Commission (the *SEC*), including but not limited to our and AMR's Quarterly Reports on Form 10-Q for the quarter ended March 31, 2011 and June 30, 2011 and our and AMR's Annual Reports on Form 10-K for the year ended December 31, 2010.

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PROSPECTUS SUPPLEMENT SUMMARY

This summary highlights basic information about us and this offering. Because it is a summary, it does not contain all of the information that you should consider before investing. You should read this entire prospectus supplement, the accompanying prospectus and any related company free writing prospectus carefully, including the section entitled Risk Factors in this prospectus supplement, as well as the materials filed with the SEC that are considered to be a part of this prospectus supplement, the accompanying prospectus and any related company free writing prospectus before making an investment decision. See Where You Can Find More Information in this prospectus supplement.

The Company

American, the principal subsidiary of AMR, was founded in 1934. All of American's common stock is owned by AMR. As of June 30, 2011, American provided scheduled jet service to approximately 160 destinations throughout North America, the Caribbean, Latin America, Europe and Asia.

In addition, American has capacity purchase agreements with two wholly-owned subsidiaries of AMR, American Eagle Airlines, Inc. and Executive Airlines, Inc. (collectively, the *AMR Eagle carriers*), and one independently owned regional airline, which does business as AmericanConnection (the *AmericanConnection® carrier*). On August 11, 2011, AMR announced that AMR Eagle Holding Corporation (*AMR Eagle*), its wholly-owned subsidiary and parent company of the AMR Eagle carriers, filed a Form 10 registration statement with the SEC in connection with a potential spin-off of AMR Eagle. While AMR has taken this step toward a spin-off of AMR Eagle, it could decide to retain AMR Eagle, or the divestiture of AMR Eagle could take another form, such as a sale. See Recent Developments AMR Eagle.

As of June 30, 2011, American, the AMR Eagle carriers and the AmericanConnection® carrier served more than 250 cities in 50 countries with, on average, more than 3,500 daily flights. The combined network fleet numbers more than 900 aircraft. American is also a founding member of **oneworld®** Alliance, which enables member airlines to offer their customers more services and benefits than any member airline can provide individually. These services include a broader route network, opportunities to earn and redeem frequent flyer miles across the combined **oneworld** network and more airport lounges. Together, **oneworld** members serve more than 750 destinations with almost 8,500 daily flights to nearly 150 countries and territories. American is also one of the largest scheduled air freight carriers in the world, providing a wide range of freight and mail services to shippers throughout its system onboard American's passenger fleet.

The postal address for American's principal executive offices is 4333 Amon Carter Boulevard, Fort Worth, Texas 76155 (Telephone: 817-963-1234). American's Internet address is <http://www.aa.com>. Information on American's website is not incorporated into this prospectus supplement and is not a part of this prospectus supplement.

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	Class A Certificates	Class B Certificates⁽¹⁾
Aggregate Face Amount	\$725,694,000	\$231,968,000
Initial Loan to Aircraft Value Ratio (cumulative) ⁽²⁾⁽³⁾	45.3%	59.5%
Expected Maximum Loan to Aircraft Value Ratio (cumulative) ⁽³⁾	45.3%	59.5%
Expected Principal Distribution Window (in years from Issuance Date)	0.5-10.0	0.5-7.0
Initial Average Life (in years from Issuance Date)	6.7	5.0
Regular Distribution Dates	April 15 and October 15	April 15 and October 15
Final Expected Regular Distribution Date ⁽⁴⁾	October 15, 2021	October 15, 2018
Final Legal Distribution Date ⁽⁵⁾	April 15, 2023	April 15, 2020
Minimum Denomination ⁽⁶⁾	\$2,000	\$2,000
Section 1110 Protection	Yes	Yes
Liquidity Facility Coverage	3 semiannual interest payments	3 semiannual interest payments

- (1) Certain terms relating to Class B Certificates described in this summary table are based on the assumption that the Class B Certificates are issued concurrently with the Class A Certificates on the terms and conditions described in this prospectus supplement. See **Information Relating to Class B Certificates**.
- (2) These percentages are calculated assuming that each of the Aircraft listed under **Equipment Notes** and the Aircraft in this prospectus supplement summary has been subjected to an Indenture and that the Trusts have purchased the related Equipment Notes for each such Aircraft as of April 15, 2012 (the first Regular Distribution Date that occurs after the Outside Termination Date). In calculating these percentages, we have assumed that the aggregate appraised value of all such Aircraft is \$1,554,362,395 as of such date. The appraisal value is only an estimate and reflects certain assumptions. See **Description of the Aircraft and the Appraisals** **The Appraisals**.
- (3) See **Loan to Aircraft Value Ratios** in this prospectus supplement summary for the method and assumptions we used in calculating the loan to Aircraft value ratios and a discussion of certain ways that such loan to Aircraft value ratios could change.
- (4) Each series of Equipment Notes with respect to an Aircraft will mature on the Final Maturity Date for such series with respect to such Aircraft, which will occur, depending on the Aircraft, on or prior to the final expected Regular Distribution Date for the Certificates to be issued by the Trust that is expected to own such Equipment Notes.
- (5) The Final Legal Distribution Date for each of the Class A Certificates and Class B Certificates is the date which is 18 months from the final expected Regular Distribution Date for that class of Certificates, which represents the period corresponding to the applicable Liquidity Facility coverage of three successive semiannual interest payments.

(6)

The Certificates will be issued in minimum denominations of \$2,000 (or such other denomination that is the lowest integral multiple of \$1,000 that is, at the time of issuance, equal to at least 1,000 euros) and integral multiples of \$1,000 in excess thereof.

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The Class A Trust is expected to hold Series A Equipment Notes issued for, and secured by, each of:

- (i) four Boeing 737-823 aircraft delivered new to American in 1999 and 2001 (each such aircraft, an *Unencumbered Aircraft* and, collectively, the *Unencumbered Aircraft*);
- (ii) eight Boeing 737-823 aircraft and two Boeing 757-223 aircraft, in each case delivered new to American between 1999 and 2001, and two Boeing 737-823 aircraft delivered new to American in 2009 and each currently subject to liens under separate mortgage financings (each such aircraft, a *Mortgaged Aircraft*, and, collectively, the *Mortgaged Aircraft*); and
- (iii) two Boeing 737-823 aircraft, 12 Boeing 757-223 aircraft and 13 Boeing 777-223ER aircraft, in each case delivered new to American in 2001 and each currently subject to liens under a prior enhanced equipment trust certificate transaction entered into by American in September 2001 (each such aircraft, a *2001-2 Aircraft*, and, collectively, the *2001-2 Aircraft*, and, together with the Mortgaged Aircraft, each such aircraft, an *Encumbered Aircraft* and, collectively, the *Encumbered Aircraft*).

See Use of Proceeds for additional information regarding the existing financings applicable to the Encumbered Aircraft.

Each Unencumbered Aircraft and each Encumbered Aircraft (each such aircraft, an *Aircraft* and, collectively, the *Aircraft*) is owned and is being operated by American. See Description of the Aircraft and the Appraisals for a description of each Aircraft. Set forth below is certain information about the Series A Equipment Notes expected to be held in the Class A Trust and each of the Aircraft expected to secure the Series A Equipment Notes.

If Class B Certificates are issued, the Class B Trust will hold the Series B Equipment Notes issued for, and secured by, the same Aircraft that secure the Series A Equipment Notes. Set forth below is certain information with respect to the Series B Equipment Notes expected to be held in the Class B Trust, if such Class B Trust is to be created concurrently with the Class A Trust on the terms and conditions described in this prospectus supplement. See Information Relating to Class B Certificates.

On and subject to the terms and conditions of the Note Purchase Agreement and the forms of financing agreements attached to the Note Purchase Agreement, American agrees to enter into a secured debt financing with respect to:

- (a) each Unencumbered Aircraft, within 90 days after the Issuance Date and (b) each Encumbered Aircraft, on or prior to December 31, 2011. See Description of the Aircraft and the Appraisals Deliveries of Aircraft.

Aircraft Type	Registration Number	Manufacturer's Serial Number	Month of Delivery	Initial Principal Amount of	Initial Principal Amount of	Appraised Value ⁽²⁾	Latest Equipment Note Final Maturity Date ⁽³⁾
				Series A Equipment Notes	Series B Equipment Notes ⁽¹⁾		
Boeing 737-823	N901AN	29503	February 1999	\$ 9,758,000	\$ 2,950,000	\$ 20,203,333	October 15, 2019
Boeing 737-823	N905AN	29507	March 1999	9,959,000	3,010,000	20,620,000	October 15, 2019
Boeing 737-823	N906AN	29508	April 1999	9,930,000	3,002,000	20,560,000	October 15, 2019
Boeing 737-823	N907AN	29509	April 1999	9,827,000	2,971,000	20,346,667	October 15, 2019

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Boeing 737-823	N913AN	29514	June 1999	9,916,000	2,998,000	20,530,000	2019 October 15, 2019
Boeing 737-823	N920AN	29521	October 1999	9,964,000	3,012,000	20,630,000	October 15, 2019
Boeing 737-823	N921AN	29522	October 1999	10,025,000	3,031,000	20,756,667	October 15, 2019
Boeing 737-823	N922AN	29523	October 1999	10,370,000	3,134,000	21,470,000	October 15, 2019
Boeing 737-823	N923AN	29524	November 1999	10,236,000	3,094,000	21,193,333	October 15, 2019
Boeing 737-823	N926AN	29527	January 2000	10,573,000	3,195,000	21,890,000	October 15, 2019
Boeing 737-823	N957AN	29541	March 2001	11,070,000	3,347,000	22,920,000	October 15, 2021
Boeing 737-823	N965AN	29544	June 2001	11,326,000	3,423,000	23,450,000	October 15, 2021
Boeing 737-823	N966AN	30094	June 2001	11,257,000	3,403,000	23,306,667	October 15, 2021
Boeing 737-823	N968AN	30095	July 2001	11,780,000	3,561,000	24,390,000	October 15, 2021
Boeing 737-823	N981AN	29569	April 2009	21,701,000	6,560,000	44,930,000	October 15, 2021
Boeing 737-823	N983AN	29570	May 2009	21,880,000	6,613,000	45,300,000	October 15, 2021

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Aircraft Type	Registration Number	Manufacturer's Serial Number	Month of Delivery	Initial Principal Amount of	Initial Principal Amount of	Appraised Value ⁽²⁾	Latest Equipment Note Final Maturity Date ⁽³⁾
				Series A	Series B		
				Equipment Notes	Equipment Notes ⁽¹⁾		
Boeing 757-223 ⁽⁴⁾	N183AN	29593	April 1999	8,864,000	3,024,000	20,710,000	October 15, 2017
Boeing 757-223 ⁽⁴⁾	N184AN	29594	May 1999	10,057,000	3,430,000	23,496,667	October 15, 2017
Boeing 757-223 ⁽⁴⁾	N189AN	32383	July 2001	8,934,000	3,047,000	20,873,333	October 15, 2021
Boeing 757-223 ⁽⁴⁾	N190AA	32384	July 2001	8,446,000	2,881,000	19,733,333	October 15, 2021
Boeing 757-223 ⁽⁴⁾	N191AN	32385	August 2001	9,138,000	3,117,000	21,350,000	October 15, 2021
Boeing 757-223 ⁽⁴⁾	N192AN	32386	August 2001	9,219,000	3,145,000	21,540,000	October 15, 2017
Boeing 757-223 ⁽⁴⁾	N193AN	32387	November 2001	9,264,000	3,160,000	21,643,333	October 15, 2017
Boeing 757-223 ⁽⁴⁾	N194AA	32388	November 2001	9,462,000	3,228,000	22,106,667	October 15, 2017
Boeing 757-223	N195AN	32389	November 2001	9,861,000	3,364,000	23,040,000	October 15, 2021
Boeing 757-223	N196AA	32390	November 2001	9,231,000	3,149,000	21,566,667	October 15, 2021
Boeing 757-223 ⁽⁴⁾	N197AN	32391	November 2001	10,125,000	3,454,000	23,656,667	October 15, 2021
Boeing 757-223 ⁽⁴⁾	N198AA	32392	December 2001	9,933,000	3,388,000	23,206,667	October 15, 2021
Boeing 757-223 ⁽⁴⁾	N199AN	32393	December 2001	9,767,000	3,332,000	22,820,000	October 15, 2021
Boeing 757-223 ⁽⁴⁾	N175AN	32394	December 2001	8,968,000	3,059,000	20,953,333	October 15, 2021
Boeing 777-223ER ⁽⁴⁾	N797AN	30012	January 2001	29,633,000	9,395,000	64,350,000	October 15, 2021
Boeing 777-223ER ⁽⁴⁾	N798AN	30797	February 2001	31,945,000	10,128,000	69,370,000	October 15, 2021
Boeing 777-223ER ⁽⁴⁾	N799AN	30258	March 2001	30,785,000	9,760,000	66,850,000	October 15, 2021
Boeing 777-223ER ⁽⁴⁾	N750AN	30259	March 2001	31,692,000	10,048,000	68,820,000	October 15, 2021
Boeing 777-223ER ⁽⁴⁾	N751AN	30798	April 2001	31,659,000	10,038,000	68,750,000	October 15, 2021

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Boeing							October
777-223ER ⁽⁴⁾	N752AN	30260	May 2001	29,976,000	9,715,000	66,540,000	15, 2021
Boeing							October
777-223ER ⁽⁴⁾	N753AN	30261	May 2001	32,115,000	10,182,000	69,740,000	15, 2021
Boeing							October
777-223ER ⁽⁴⁾	N754AN	30262	June 2001	31,143,000	10,093,000	69,130,000	15, 2021
Boeing							October
777-223ER ⁽⁴⁾	N755AN	30263	July 2001	30,994,000	10,045,000	68,800,000	15, 2021
Boeing			August				October
777-223ER ⁽⁴⁾	N756AM	30264	2001	30,959,000	10,034,000	68,720,000	15, 2021
Boeing			November				October
777-223ER ⁽⁴⁾	N757AN	32636	2001	30,296,000	9,818,000	67,250,000	15, 2021
Boeing			November				October
777-223ER ⁽⁴⁾	N758AN	32637	2001	31,328,000	10,153,000	69,540,000	15, 2021
Boeing			December				
777-223ER ⁽⁴⁾	N759AN	32638	2001	32,328,000			